



Speed Limit Study

City of Golden Valley, Minnesota

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Speed Limit Study

City of Golden Valley, Minnesota

1 Background

During the Minnesota State Legislature's special session in 2019, amendments were passed providing limited authority to cities to set speed limits on streets under their jurisdiction. The enabling legislation allows cities to maintain a statutory 30 mph speed limit on roadways within an urban district, adopt a 25 mph statutory speed limit on local residential streets, and/or adopt speed limits on roadways under their jurisdiction that may be different than the statutory limits after appropriate level of engineering study, implementation planning and public education.

This report provides context for the consideration of potential changes to speed limits in Golden Valley and is intended to serve as a traffic safety and engineering study that would be required if the City chooses to adopt speed limits that deviate from statutory speed limits.

2 Relevant Statutes

2.1 169.11, Subd. 64. Residential Roadway definition

The statute redefines a residential roadway as follows:

"Residential roadway" means a city street or town road that is either (1) less than one-half mile in total length, or (2) in an area zoned exclusively for housing that is not a collector or arterial street.

2.2 169.14; Subd. 2. Speed limits

The statutory speed limits section includes the following excerpts that apply to local roadways:

(a) Where no special hazard exists the following speeds shall be lawful, but any speeds in excess of such limits shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful; except that the speed limit within any municipality shall be a maximum limit and any speed in excess thereof shall be unlawful:

(1) 30 miles per hour in an urban district;

(7) 25 miles per hour in residential roadways if adopted by the road authority having jurisdiction over the residential roadway;

(b) A speed limit adopted under paragraph (a), clause (7), is not effective unless the road authority has erected signs designating the speed limit and indicating the beginning and end of the residential roadway on which the speed limit applies.

2.3 169.14; Subd. 5h. Speed limits on city streets

The Statutes allow cities the opportunity to deviate from statutory speed limits:

A city may establish speed limits for city streets under the city's jurisdiction other than the limits provided in subdivision 2 without conducting an engineering and traffic investigation. This subdivision does not apply to town roads, county highways, or trunk highways in the city. A city that establishes speed limits pursuant to this section must implement speed limit changes in a consistent and understandable manner. The city must erect appropriate signs to display the speed limit. A city that uses the authority under this subdivision must develop procedures to set speed limits based on the city's safety, engineering, and traffic analysis. At a minimum, the safety, engineering, and traffic analysis must consider national urban speed limit guidance and studies, local traffic crashes, and methods to effectively communicate the change to the public.

3 Existing Conditions

3.1 Existing Speed Limits in Golden Valley

The current speed limits on roadways in Golden Valley vary by street type, functional classification, jurisdiction and land uses that they serve, or pass through. Speed limits within the city limits range from 10 mph in alleys, to 60 mph on TH 100 north of I-394.

The predominant existing speed limit on local streets in Golden Valley is 30 mph as established by the State Legislature as the *statutory speed limit in an urban district*.

Some collector and arterial roadways that are within Golden Valley's jurisdiction have posted limits higher than 30 mph. For instance, General Mills Boulevard from I-394 to TH 55 is an arterial roadway currently posted at 40 mph; and, Golden Valley Road between Winnetka Avenue and Douglas Drive is a collector street posted at 35 mph.

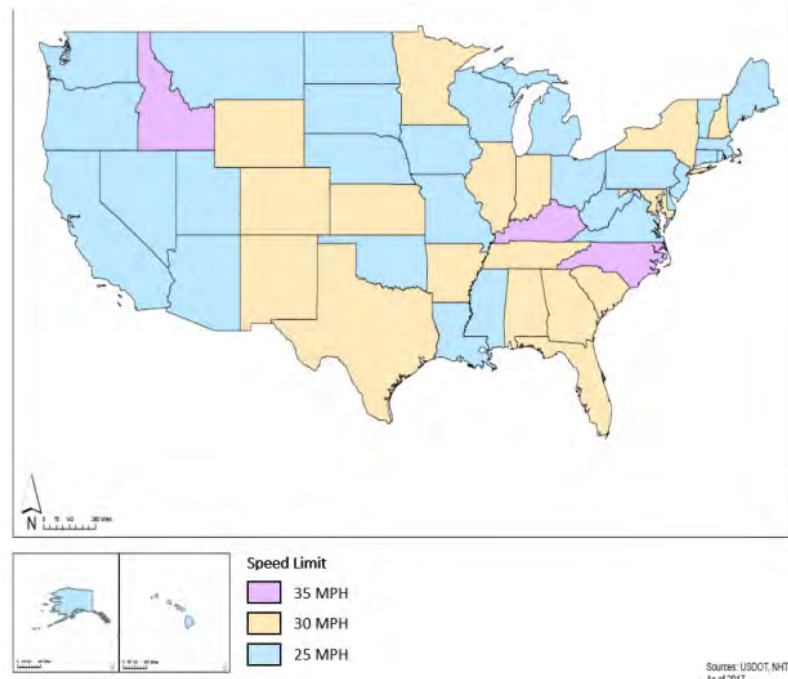
Figure 1, attached to this report, represents existing speed limits on all roadways in Golden Valley.

3.2 Speed Limits in Other States

In 2017, most states (30) had a default urban speed limit of 25 mph, including all of Minnesota's neighboring states (see Figure 2). In addition, 17 states allow 20 mph speed limit if certain conditions are met. Since 2017 some states have made changes to their speed limit various

conditions. **Figure 2** shows the default urban speed limit for each state in the United States as of 2017.

Figure 2 - Default Urban Speed Limit by State



3.3 Changes in Other Cities

Consistency of speed limits between neighboring communities is a consideration for consistency of driver expectation and behavior, especially when streets cross borders or follow the city boundary. Several nearby cities have adopted changes or are in the process of considering changes in the Twin Cities area.

The City of Minneapolis adopted a policy that exercised MN 169.14; Subd. 5h to reduce speed limits on many streets under their jurisdiction. Changes have been completed citywide. Current speed limits in Minneapolis are:

- 20 mph on minor streets (predominantly local residential streets)
- 25 mph on most major streets (generally arterial and collector streets)
- 35 mph on four short segments of major streets (based on specific conditions)
- 10 mph in alleys

The City of Saint Paul has adopted changes to speed limits on streets under their jurisdiction. The policy allows for exceptions in each category based upon an evaluation to determine whether a higher speed limit is appropriate based on context and design. The general speed limits being implemented in 2020 are:

- 25 mph on major streets that are typically collector streets, minor arterials, and principal arterials
- 20 mph on local streets
- 10 mph limits will be retained in alleys

The City of Saint Louis Park is considering a “category” approach for speed limits based upon street types. If adopted, changes would occur in 2021:

- 20 mph on local neighborhood streets
- 25 mph on busier roads that connect neighborhoods
- 30 mph on busiest roads
- 35 mph on one of the busiest roads

The City of Minnetonka is considering a change to a statutory speed limits on local streets citywide that follows MN 169.14; Subd. 2:

- 25 mph speed limit for local residential streets
- 30 mph statutory limit would be retained on non-residential local streets
- No change in speed limit on collectors and arterials

The City of Edina is in the process of receiving public input on staff recommendations to change speed limits. If adopted the changes are planned to be implemented in 2021. Proposed speed limits are available to review at <https://www.bettertogetheredina.org/speed-limit-plan>. The changes generally follow these categories:

- 25 mph on local streets
- 15 or 20 mph in school zones
- 30 mph on selected major collectors

4 National guidance on setting urban speed limits

Nationally, local agencies have been trending towards safer facilities for non-motorized users and in both the design and operation of their street systems. From an operations standpoint, lowering speed limits has been a topic of great interest. Guidance on speed limits has been evolving towards a “safe systems” approach rather than setting speed limits based upon studies of observed speeds. A safe systems approach recognizes the vulnerability of non-motorized users when mixing with vehicular traffic.

Several Metro Area cities have documented national research performed on this topic. The following sections are extracted from reports published by various agencies as noted.

4.1 National Transportation Safety Board

Excerpts from: *City of Minneapolis Speed Limit Evaluation, March 12, 2020.*

In 2017, the National Transportation Safety Board released a comprehensive report [Reducing Speeding Related Crashes Involving Passenger Vehicles](#). The report directly addresses the traditional methods for setting speed limits and the challenges with those methods:

“Typically, speed limits are set by statute, but adjustments to statutory speed limits are generally based on the observed operating speeds for each road segment—specifically, the 85th percentile speed of free-flowing traffic. Raising speed limits to match the 85th percentile speed can result in unintended consequences. It may lead to higher operating speeds, and thus a higher 85th percentile speed. In general, there is not strong evidence that the 85th percentile speed within a given traffic flow equates to the speed with the

lowest crash involvement rate for all road types. Alternative approaches and expert systems for setting speed limits are available, which incorporate factors such as crash history and the presence of vulnerable road users such as pedestrians” (Executive Summary, Page x).

The report goes on to say:

“The relationship between speed and injury severity affects more than just speeding vehicle occupants. This is particularly true in urban areas where the interaction between vehicles and vulnerable road users such as pedestrians is considerably higher. A safe system approach to setting speed limits emphasizes the consideration of human biomechanical tolerances and shifts the focus from vehicles to all road users. Especially in urban areas, it has emerged as an alternative to the use of the 85th percentile speed in setting speed limits in speed zones” (Rethinking How to Set Speed Limits, page 29).

The report recommends changes to the Federal Highway Administration’s Manual on Uniform Traffic Control Devices (“MUTCD”) “to, at a minimum, incorporate the safe system approach for urban roads to strengthen protection for vulnerable road users” (page 29).

4.2 Manual on Uniform Traffic Control Devices

The Minnesota Manual on Uniform Traffic Control Devices (MMUTCD) prescribes that a study is required when speed limits are proposed other than statutory. Based upon current statutes:

"the statutory speed limit in Minnesota is 30 mph on streets in “urban districts” and 25 miles per hour on “residential roadways” if adopted by the road authority having jurisdiction over the residential roadway”.

The result of the statutory and MMUTCD definitions above suggests that that changing speed limits to 25 mph on local streets in residential districts is statutory if adopted by council. This reasoning tells us that a technical based speed study involving speed measurements along each roadway considered isn't needed.

Excerpts from: *City of Minneapolis Speed Limit Evaluation, March 12, 2020.*

The MUTCD sets minimum standards and provides guidance to ensure uniformity and consistency on the public transportation system. In the State of Minnesota, the Minnesota Manual on Uniform Traffic Control Devices (MN MUTCD) is used. The MN MUTCD and MUTCD are, in general, identical in language, and exact in language as it references speed

limits. It is routine that new and addendum language of the MUTCD is adopted by the MN MUTCD.

Based on the National Transportation Safety Board recommendation, the National Committee on Uniform Traffic Control Devices (NCUTCD) began collecting feedback and considering changes to the MUTCD related to setting speed limits.

The [current MUTCD](#) offers the following standards (not guidance) for setting speed limits:

- “Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering study that has been performed in accordance with traffic engineering practices. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.”
- “The Speed Limit sign... shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency based on the engineering study. The speed limits displayed shall be in multiples of 5 mph” (Section 2B.13 page 56).

The current MUTCD offers the following guidance (not standard) on setting speed limits:

- “States and local agencies should conduct engineering studies to reevaluate non-statutory speed limits on segments of their roadways that have undergone significant changes since the last review, such as the addition or elimination of parking or driveways, changes in the number of travel lanes, changes in the configuration of bicycle lanes, changes in traffic control signal coordination, or significant changes in traffic volumes.”
- “When a speed limit within a speed zone is posted, it should be within 5 mph of the 85th percentile speed of free-flowing traffic” (Section 2B.13, page 58).

The current MUTCD offers the following option (not guidance or standard) on setting speed limits:

- “Other factors that may be considered when establishing or reevaluating speed limits are the following:
 - a. Road characteristics, shoulder condition, grade, alignment, and sight distance;
 - b. The pace;
 - c. Roadside development and environment;
 - d. Parking practices and pedestrian activity; and
 - e. Reported crash experience for at least a 12-month period” (Section 2B.13, page 58).

The National Committee on Uniform Traffic Control Devices (NCUTCD) recently [approved recommended changes to the current MUTCD related to setting speed limits](#). These recommendations are provided to FHWA for consideration in the next edition of the MUTCD, which requires federal rulemaking. The FHWA has not initiated rule making for the

next edition of the MUTCD yet, but this is expected to begin within the next year. The recommendations approved by the NCUTCD include:

- Removing from standard that “The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.”

Upgrading and revising the considerations for establishing speed zones to read:

- “Factors that should be considered when establishing or reevaluating speed limits within speed zones are the following:
 - a. Speed distribution of free-flowing vehicles (such as current 85th percentile, the pace, and review of past speed studies).
 - b. Reported crash experience for at least a 12-month period relative to similar roadways.
 - c. Road characteristics (such as lane widths, curb/shoulder condition, grade, alignment, median type, and sight distance).
 - d. Road context (such as roadside development and environment including number of driveways and land use, functional classification, parking practices, presence of sidewalks/bicycle facilities).
 - e. Road users (such as pedestrian activity, bicycle activity).”
- Revising the guidance statement regarding the posted speed limit being made within 5 mph of the 85th percentile speed to apply only “on freeways, expressways, or rural highways.”

4.3 National Association of City Transportation Officials (NACTO)

Excerpts from: *City of Minneapolis Speed Limit Evaluation, March 12, 2020.*

The National Association of City Transportation Officials (NACTO) guide [City Limits: Setting Safe Speeds for Urban Streets](#), set to be released in 2020, provides urban speed limit guidance. This guide identifies two general approaches (citywide or by category of street) for setting speed limits and states the following:

“Cities have two options for setting default speed limits: citywide or by category of street (e.g., major, minor, alley).

Citywide speed limits are generally easier to implement and may be easier for drivers to follow. However, in cities where there is clear differentiation between major arterial streets and local or minor streets, setting speed limits based on category of street can sometimes allow cities to lower speed limits on a large number of streets below what would be allowable citywide (i.e., 20 mph on minor streets vs. 25 mph citywide).

If cities have the authority to set default speed limits, they should decide whether to implement citywide limits or category limits based on what makes the most sense given the local conditions” (page 46).

If setting a default citywide speed limit, NACTO recommends using 25 mph. “Setting or lowering default citywide speed limits is an inexpensive, scalable way to quickly improve safety outcomes, and establish a basis for larger safety gains. Default citywide limits also

provide consistent expectations and messages about speed across the jurisdiction, which is easy for drivers to follow” (page 47).

If using category speed limit approach, NACTO recommends:

- Major streets: 25 mph.
“A 25 mph speed limit on urban multi-lane streets has demonstrable safety benefits for all users. Major streets feature a combination of high motor vehicle traffic volume, signalization of major intersections, and an inherently multimodal street environment” (page 49).
- Minor streets: 20 mph.
“A 20 mph speed limit on minor streets supports safe movement and contextually appropriate design on the majority of city streets. Since minor streets tend to have either very low volumes or operate at the speed of the most cautious driver, cities can apply a category speed limit to minor streets without detailed review of street characteristics. Minor streets include physically small streets where low speeds are often already present, as well as low-vehicle-volume streets with few or no transit stops” (page 50).
- Alleys and shared streets: 10 mph

NACTO identifies that cities can define “slow zones.”

“Slow Zones are specifically designated areas with slower speeds than otherwise similar streets in the same jurisdiction. Neighborhood-scale or site-specific zones are useful for addressing high-priority areas such as areas with elevated collision rates or sensitive land uses (schools, parks, etc.). Cities should create slow zones based on their own location-specific needs, but several types of slow zones are relatively common” (page 54).

The guide provides examples of potential slow zones in school, park, and senior areas; neighborhoods and districts; and in downtown areas.

The NACTO guide includes additional details for analyzing speeds on major streets if a jurisdiction is not able to set default citywide or category speed limits. The guide recommends setting safe speed limits by evaluating conflict density and activity level. Their recommendations say that streets with high activity and high conflict density should have 20 mph speed limits while urban streets with low activity levels and low conflict density should have maximum speed limits of 35 mph.

4.4 Effectiveness of Speed Limits in Reducing Vehicle Speeds

Research is inconclusive on the effectiveness of speed limits in reducing vehicles speeds. Studies such as the ones conducted by Federal Highway Administration (FHWA) in 1997, WisDOT in 2009, and the City of Minneapolis in 2015, suggest that lowering speed limits without changing the road environment has little effect on speed. The Wisconsin study predominantly focused on high speed roadways while the FHWA and Minneapolis studies looked at local roads in urban areas.

There are, however, recent studies that have found statistically significant reductions in travel speeds when speed limits were lowered from 30 to 25 mph. A study out of Boston, MA and published by the Insurance Institute for Highway Safety suggests that lowering the speed limit in urban areas is an effective countermeasure to reduce speeds and improve safety for all road

users. When speeds were reduced from 30 mph to 25 mph, the City of Boston saw a 29.3 percent decline in speeds over 35 mph, an 8.5 percent decline in speeds over 30 mph, and a 2.9 percent reduction in vehicles exceeding the 25 mph speed limit.

A series of pilot studies out of Missouri support the Boston finding, suggesting that lowering the speed on residential streets can result in a statistically significant reduction in travel speeds. The pilot project out of Springfield, MO also found that the “benefits of reducing speed limits on residential streets were carried over to the collector streets”.

It should be noted that in each instance, the lowering of speed limits coincided with education and enforcement campaigns to increase compliance with the new speed limits.

There have been numerous studies nationwide that demonstrate the relationship between vehicular speed and street safety. Higher speeds along a roadway generally lead to an increase in the likelihood of a crash occurring and the chances that this crash leads to severe injuries or death.

The National Transportation Safety Board (NTSB) 2017 report [Reducing Speeding-Related Crashes Involving Passenger Vehicles](#) summarizes the connection between speed and safety:

“Speed—and therefore speeding—increases crash risk in two ways: (1) it increases the likelihood of being involved in a crash, and (2) it increases the severity of injuries sustained by all road users in a crash.

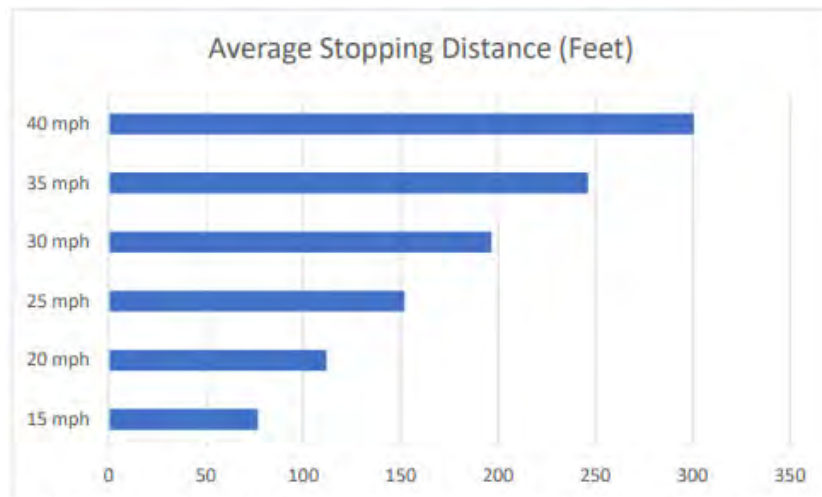
The relationship between speed and crash involvement is complex, and it is affected by factors such as road type, driver age, alcohol impairment, and roadway characteristics like curvature, grade, width, and adjacent land use. In contrast, the relationship between speed and injury severity is consistent and direct. Higher vehicle speeds lead to larger changes in velocity in a crash, and these velocity changes are closely linked to injury severity. This relationship is especially critical for pedestrians involved in a motor vehicle crash, due to their lack of protection” (Executive Summary page ix).

One of the most prominent factors in determining whether a crash occurs is how far it takes the vehicle to come to a complete stop. **Figure 3** below shows the relationship between stopping sight distance and speed. Stopping sight distance is the length of roadway ahead that is visible to the driver. The available sight distance on a roadway should be sufficiently long to enable a vehicle traveling at or near the roadway design or posted speed to stop before reaching a stationary object in its path.

Excerpt from: *City of Minneapolis Speed Limit Evaluation, March 12, 2020.*

According to the American Association of State Highway and Transportation Officials (AASHTO), it takes the average driver 301 feet to stop at 40 mph, 197 feet at 30 mph, and 112 feet at 20 mph. A change from 30 to 20 mph results in a vehicle stopping 85 feet sooner, which is a significant distance. This distance is almost 5 vehicles in length assuming each vehicle is approximately 18 feet in length. Nationally, there are a few different ways to calculate stopping sight distance and the differences between each of these calculations takes into consideration different driver reaction times. AASHTO guidance is generally considered conservative, but it should be noted that it always takes longer to stop at higher speeds.

American Association of State Highways and Transportation Officials (AASHTO)
Figure 3: Stopping Sight Distance vs. Vehicle Speeds



Data Source: American Association of State Highway and Transportation Officials (AASHTO). A Policy on Geometric Design of Highways and Streets. Washington, DC: AASHTO, 2011. "Assumes 2.5 second perception-braking time and 11.2 ft/sec² driver deceleration."

Figure 4: Pedestrian Crash Risk vs. Vehicle Speed

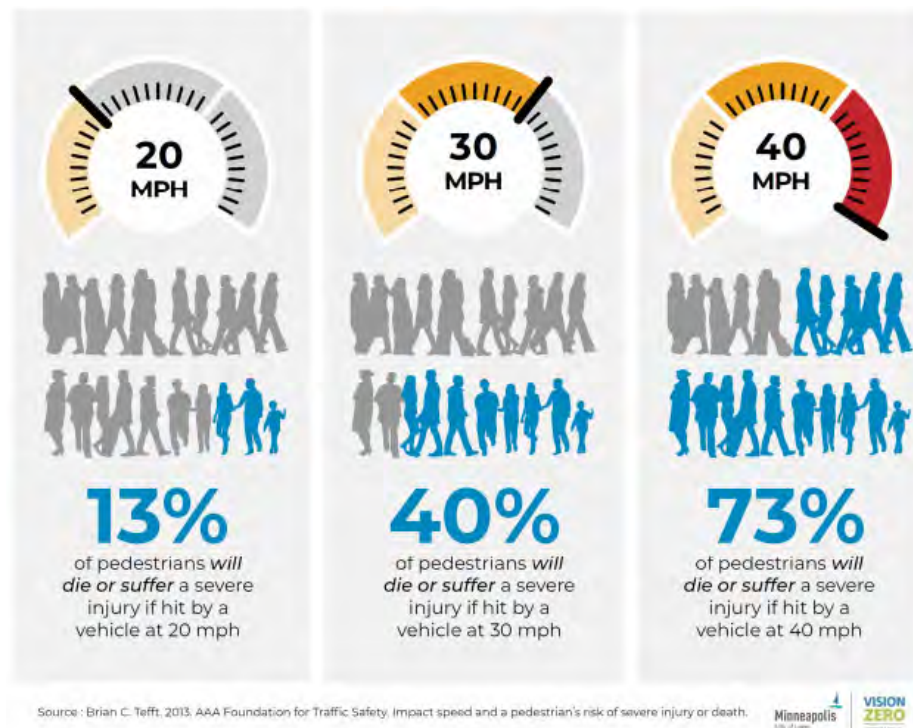


Figure 4 shows the crash risks for pedestrians if they were struck at differing vehicular speeds. As shown in the Figure a person who is hit at higher speeds is significantly more likely to sustain

severe injuries or even death. A person hit at 30 mph is approximately three times as likely to be killed as at 20 mph.

While it is well known that lower traffic speeds increase safety, there has been less analysis on the impact of speed limits on traffic speeds. A 2018 Insurance Institute for Highway Safety study [Lowering the Speed Limit from 30 to 25 mph in Boston: Effects on Vehicle Speeds](#) is the most recent detailed look at the impact of a change in speed limits on vehicle speeds. The study concluded that “lowering the speed limit in urban areas is an effective countermeasure to reduce speeds and improve safety for all road users” (page 2). Additionally, from this study it was found that there were significant reductions in the odds of vehicles in Boston exceeding 25 mph, 30 mph, and 35 mph with the newly implemented speed limit. In this study it was also noted that there was a 29.3 percent decline in the odds of speeding for vehicles traveling faster than 35 mph.

Given this information, the 85th percentile speed, or the speed at which 85% of free flow vehicles are traveling at or below remained unchanged before and after the reduced default speed limit took effect. This shows that drivers are typically going to drive at a speed they feel comfortable with given the context and design of the street. Historically, the 85th percentile speed has been used to set speed limits on roadways. This was used because it helped lower the speed differential between vehicles along the roadway. The results of this study show that there was less speed differential with the 25 mph speed limit than with the 30 mph speed limit since higher-end speeds decreased. This reinforces the fact that behavior on urban streets is different than rural and highway conditions.

4.5 Citywide Crash Evaluation

Citywide crash data from 2010 through 2019 was acquired from MnDOT’s MNCMAT2 database. Crashes were reviewed and evaluated for all roadways with at-grade intersections within the City limits to understand trends and patterns. The roadways, ramps, and interchanges for TH 100, US 169, and I-394 were not included in the analysis because the high frequency of crashes and lack of non-motorized activity on those facilities would skew the results for the local roadways. The crashes were separated based on roadway speed limit to determine if there are any crash trends related to speed limits.

Key findings from the crash analysis related to roadway speeds that may help inform decisions to modify future speed limits include:

- Crashes typically are concentrated to the higher volume, and often higher speed, roadways in the city.
- While 88% of all roadway miles within the city have a speed limit of 30 mph or less, only 50% of all crashes occurred on those roadways (and only 33% of fatal and severe injury crashes).
- Streets with high speed limits are more likely to have fatal or high injury crashes than roadways with lower speed limits.
- TH 55 is the only roadway analyzed that has a speed limit above 40 mph. This roadway represents 3% of the total roadway miles within the city yet 23% of all crash occur on this roadway (43% of fatal and severe injury crashes).
- Crashes involving pedestrians and bicyclists make up just over 3% of all crashes (2,366 total) but result in 18% of the severe injury crashes. (no ped/bike fatalities).

A majority of pedestrian and bicycle crashes (94%) occurred on roadways with a speed limit of 35 mph or less, this is likely because pedestrian/bicyclists are more comfortable walking near/cross low speed roadways.

4.6 Existing Traffic Speeds

A comprehensive study of actual travel speed on Golden Valley roadways has not been performed. Public works and police department do perform occasional speed evaluations to respond to complaints related to potential speeding. The findings vary by location due to traffic mix, grades, street width and other factors, but generally, the findings often are that mean speeds are typically 25-30 mph and the percentage of traffic that exceeds the speed limit is typically less than 10% and a small portion (1-3%) exceeding the limit by more than 5 mph. It is recognized that on many streets and at many intersections, safe approach speed is often 20 mph or less due to limited sight distance at intersections. Most drivers slow for uncontrolled intersections and speed up on uninterrupted segments. Parked cars, driveways, opposing traffic, pedestrians, or other activity in the street tend to cause most drivers to choose a speed that is prudent for the conditions. However, inconsistency in driver behavior regarding choice of speed contributes to inherent risk of crashes and injuries, especially those that involve pedestrians or bicyclists.

5 Speed Limit Alternatives

The State Legislature granted limited authority to cities to set speed limits on streets under their jurisdiction. The legislation allows cities to maintain a statutory 30 mph speed limit on roadways within an urban district, adopt a 25 mph statutory speed limit on local residential streets, and/or adopt speed limits on roadways under their jurisdiction that may be different than the statutory limits after appropriate level of engineering study, implementation planning and public education.

This City has three primary options related to speed limits on city streets:

Option 1 – Make no change.

Option 2 - Adopt 25 mph on all **local residential streets** citywide as a statutory speed limit as allowed by MN 169.14 Subd 2

- **Figure 5**, attached to this report represents the existing speed limits on all city streets.
- Colored in green are local residential streets that can be considered for change from 30 mph to a Statutory 25 mph limit.
- All other streets are color coded by their existing speed limits which would not change. Included in these are local streets that serve primarily commercial land uses that would retain 30 mph speed limits.

Option 3 - Deviate from the citywide statutory limits and choose a combination of **speed limits based upon categories of street types** as allowed by MN 169.14 Subd 5h.

- **Figure 6**, attached to this report, represents one possible scenario for modification to speed limits that deviates from statutory defined speed limits of 30 in an urban district and/or 25 mph on local residential streets.

- The scenario shown in this figure is intended to achieve simplicity and consistency by minimizing the number of categories and applying only two different speed limits.
- All local residential streets and collector residential streets are changed from 30 to 20.
- All local commercial or commercial collectors that are currently 30 remain at 30.
- All collector or arterial commercial streets with limits of 35 or 40 are reduced to 30.
- There are two routes that are not consistent in primary land use
 - Plymouth Avenue is primarily commercial west of Boone Avenue but residential east of Boone Avenue, but it is treated uniformly over its entire length.
 - Mendelssohn Avenue is treated uniformly over its length even though its mostly residential north of Plymouth Ave.

Note regarding Option 3: Other potential options or refinements to Option 3 can be discussed. For instance, 25 mph could be selected instead of 20 mph on local residential and residential collectors; or, specific residential collectors could be proposed at 25 mph rather than 20 based upon specific operating conditions. Considerations that contribute to treating specific streets uniquely could be traffic volume, presence of off-street facilities for non-motorized users or other factors.

6 Implementation

If a speed limit change is adopted by the city, several conditions must be satisfied prior to the speed limit taking effect: speed limit signing, public education and an enforcement plan.

6.1 Speed Limit Signing

Speed limit signing would be required by statute. The Statute states that the speed limit *“...is not effective unless the road authority has erected signs designating the speed limit and indicating the beginning and end of the residential roadway on which the speed limit applies.”*

The core features of the citywide signage plan could include:

- Signage at gateway locations on major collector and arterial roadways showing the citywide speed limit in Golden Valley is 20 (or 25) mph unless otherwise posted. These signs may also be placed periodically in non-gateway locations as appropriate. Gateway signs should also be considered on local streets that cross city limits.
- Speed limit signage on streets where the speed limit is above 20 (or 25) mph. Locations of signs for speed limits above the new limit will be guided by:
 - At speed limit transition points.
 - Near intersections with arterial or other high-traffic streets; and
 - At least once every mile and at least 1/4-mile apart.
- The 2009 MMUTCD (and subsequent revisions) requires speed limit signs at points of change from one speed limit to another, beyond major intersections, at entrances to the State or other jurisdictional boundaries in urban areas, and at other locations where it is necessary to remind road users of the speed limit.

6.2 Public Outreach and Education

The City should also implement a proactive communications and outreach plan to educate people about the new speed limit(s). The City could use the speed limit changes as an opportunity to highlight the important connection between traffic speed and safety.

Methods of public outreach could include any:

- City newsletter articles
- Press releases
- Local cable television reports
- Flyers distributed with water bills
- Website postings with Interactive mapping
- Social media outlets: You tube, Face book, Instagram, Twitter, TikTok, etc.
- email blasts
- Notifications through schools and driver education programs

6.3 Enforcement

It would be prudent to actively educate and enforce the new speed limits for them to be credible and respected by drivers. This can be done by increased patrol visibility, use of the speed trailer, increased traffic stops, issuance of warnings for a 6 month for non-flagrant violations, and continuing to write citations when flagrant.

Figures

Figure 1 – Existing Speed Limits

Figure 5 - Potential Speed Limit Changes per MN 169.14; Subd. 2

Figure 6 -Potential Speed Limit Changes per MN 169.14; Subd. 5h

Figure 7 - 2040 Comprehensive Plan – Proposed Functional Classifications



EXISTING SPEED LIMITS

- Unknown
- 10 mph
- 15 mph
- 20 mph
- 25 mph
- 30 mph
- 35 mph
- 40 mph
- 50 mph
- 55 mph
- 60 mph

Sources:
-Hennepin County Surveyors Office
for Property Lines (2017).
- Existing Functional Class - Met Council
- City of Golden Valley for all other
layers (2017).

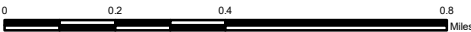
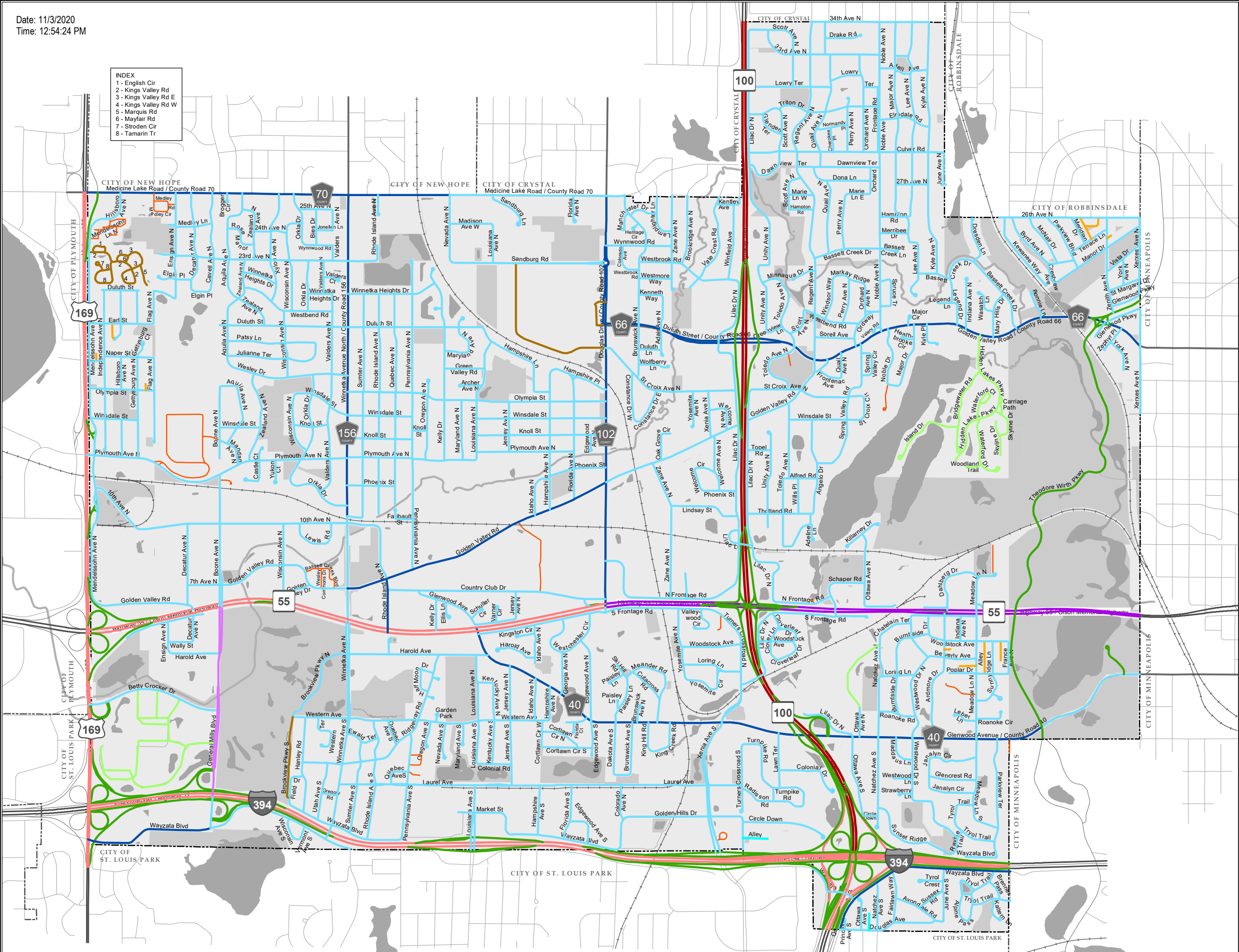


FIGURE 1





POTENTIAL STATUTORY
SPEED LIMIT CHANGE
PER MN 169.14 SUBD 2

Existing	Change To
10 mph	No Change
15 mph	No Change
30 mph	25 mph
30 mph	No Change
35 mph	No Change
40 mph	No Change

Local residential streets currently
subject to 30 mph statutory speed
limit are candidates for change to
25 mph statutory speed limit

Notes:
-Collector, arterial and non-residential
local streets not eligible for change
under MN 169.14; Subd 2
(See 2040 Transportation Plan
Proposed Functional Classification
Map for local, collector and arterial
routes)

Border Streets:
- Speed limit change subject
to approval of both cities

Sources:
-Hennepin County Surveyors Office
for Property Lines (2017).
- Existing Functional Class - Met Council
- City of Golden Valley for all other
layers (2017).

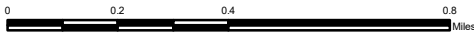
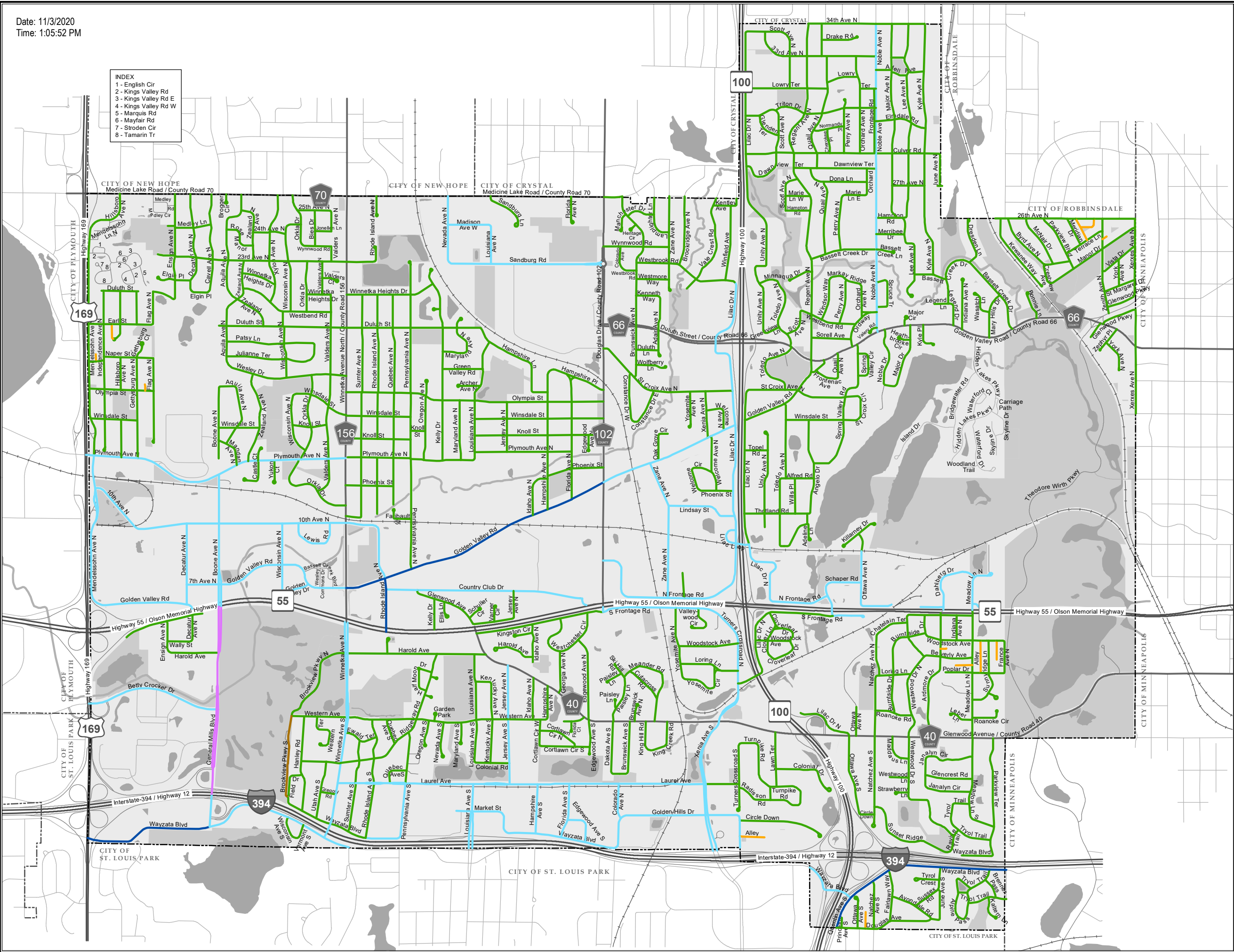


FIGURE 5





POTENTIAL SPEED LIMIT
CHANGES PER MN 169.14
SUBD 5h

Existing	Change To
10 mph	No Change
15 mph	No Change
30 mph	No Change
30 mph	20 mph
35 mph	30 mph
40 mph	30 mph

Notes:
General Approach:
-All local residential streets and residential collectors are 20 mph
-All local, collector or arterial commercial streets are 30 mph

Border Streets:
- Speed limit change subject to approval of both cities

Sources:
-Hennepin County Surveyors Office for Property Lines (2017).
- Existing Functional Class - Met Council
- City of Golden Valley for all other layers (2017).

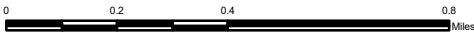
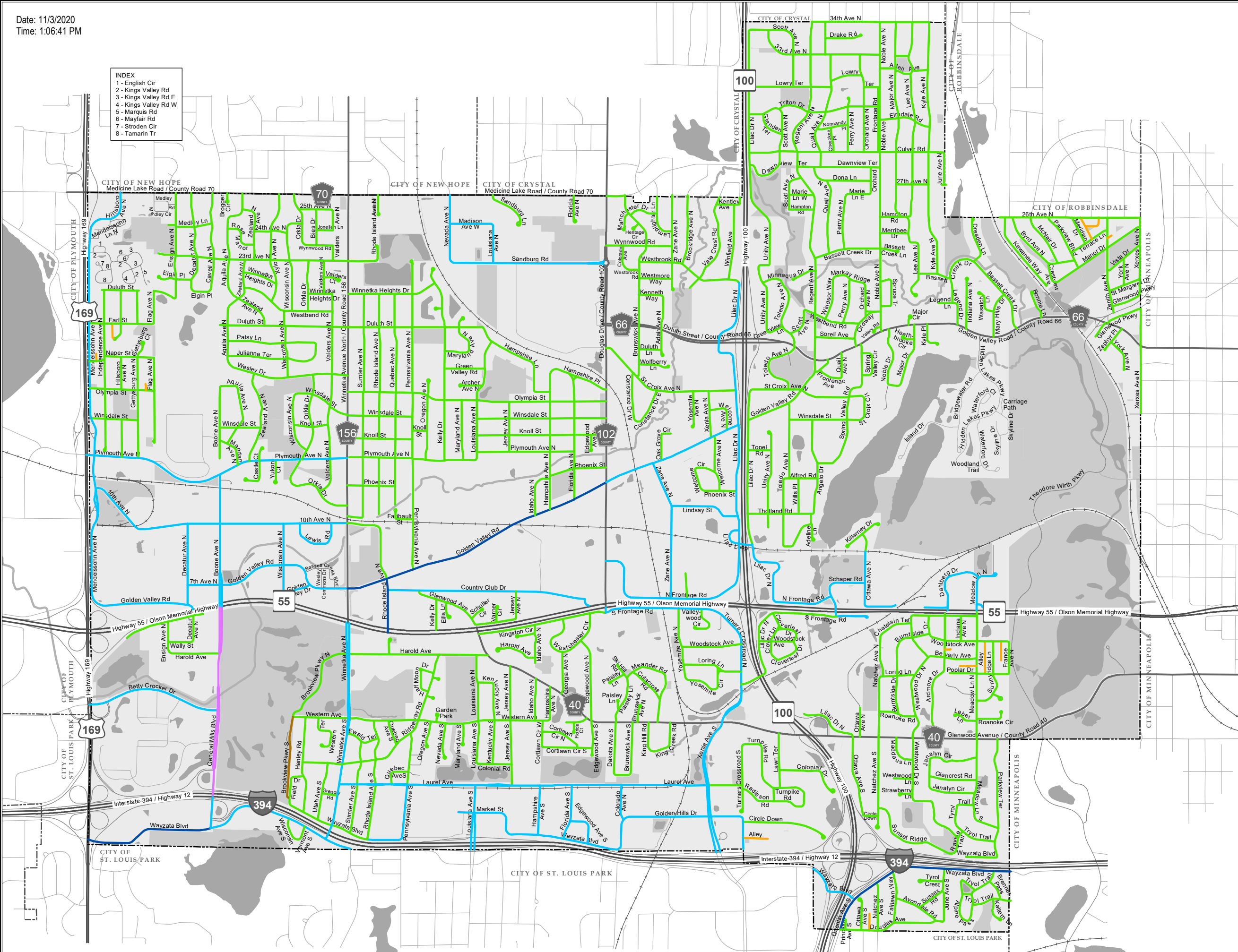
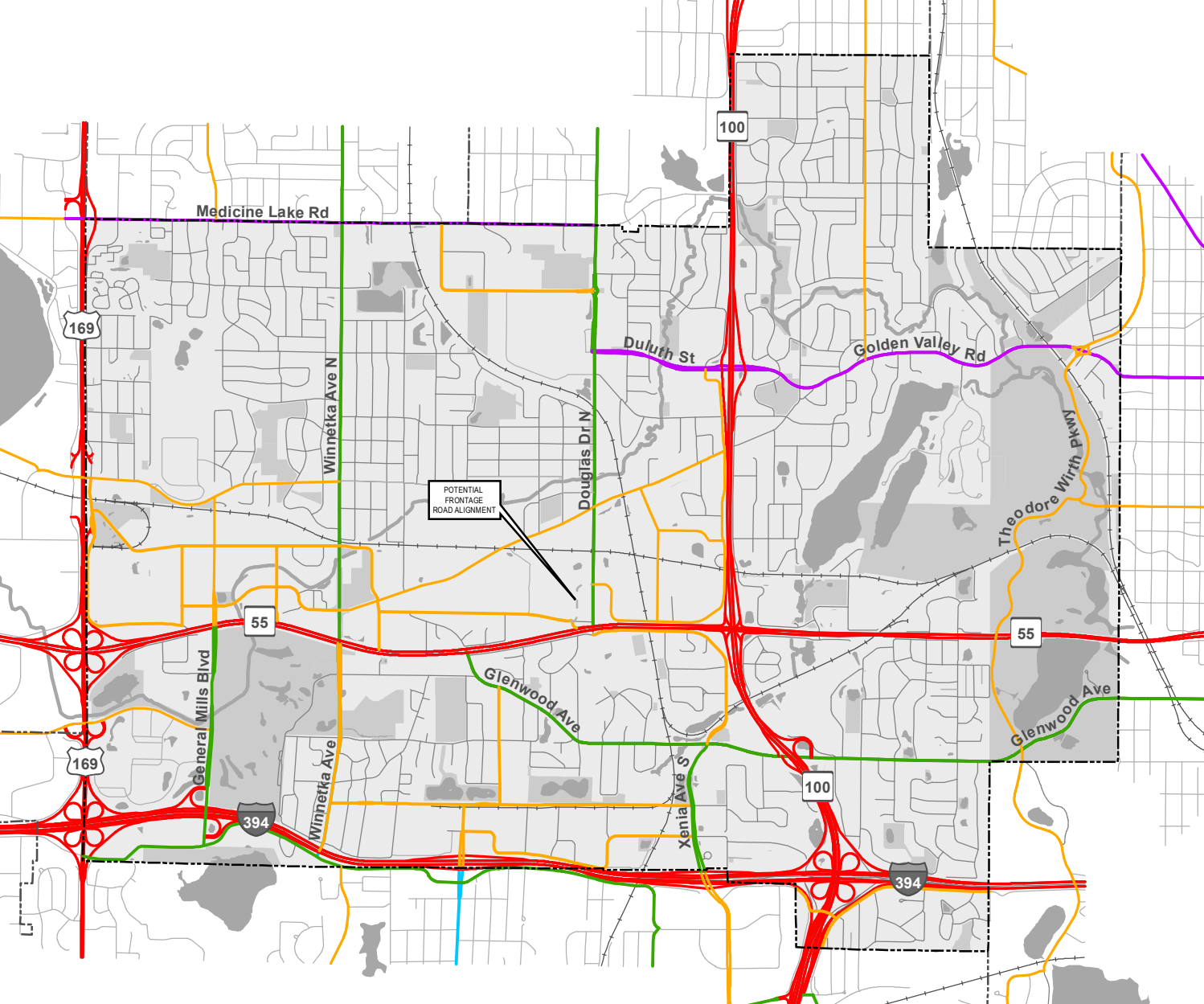


FIGURE 6



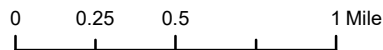


Proposed Functional Classification

- Principal Arterial -**
Regional freeways and expressways
- A-Minor Reliever -**
Relieves congestion on parallel Principal Arterials

- A-Minor Augmenter -**
Supplement to the Principal Arterial system in densely developed areas
- Collector -**
Connect major traffic generators, job centers and neighborhoods

- B-Minor Arterial**
Classification no longer used
- Local -**
Access within commercial and residential neighborhoods



Sources: Hennepin County Surveyors Office for Property Lines (2017), City of Golden Valley for all other layers (2017).

FIGURE 7



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